



BY HOWARD S. FISK.

NEARLY every one who motors has heard of "the ideal tour," the motor tour through scenic and historic New England. It is a conservative estimate that 1,000,000 motorists have traversed its length since it came into existence and that 1,000,000 others have expressed a desire to do so and will do so sooner or later.

Shortly after New England began to realize the benefits accruing to the communities that harbor road roads, a plan was formulated to exploit the fact that New England's roads were of the best and that New England's scenic attractions were unsurpassed. Idea was added to idea until out of a mass of ideas came the ideal tour. The automobile clubs of the north Atlantic coast, aided by the newspapers of the section, worked tirelessly to perfect the tour.

To mark highways, improve bad stretches of road and circulate literature over all the country, money was needed. It was natural that this should be supplied by those the tour would benefit in the largest degree. Every one helped. All of those who would benefit directly and indirectly and those whose souls were full of community pride.

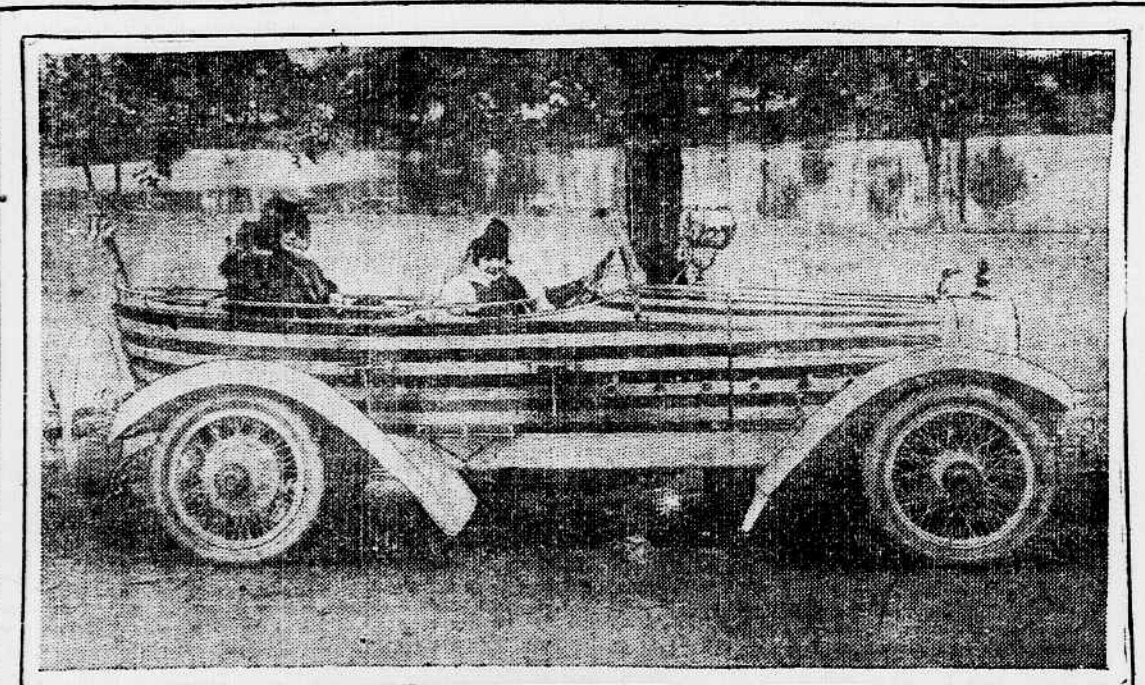
New England Has Profited.

That was several years ago. New England has since profited immeasurably through advertising the fact that it had good roads and charming scenery. Since then other sections of the United States have established well defined motor tours under one name or another and each has proved highly profitable to the commercial interests of the towns through which the tours pass and the motorist has returned home cherishing the memory of a pleasant automobile tour over good roads through interesting country.

Months of planning, followed by months of tireless preparatory work,

which included traversing practically every foot of highway in the country surrounding the District of Columbia, the writing of thousands of letters to win co-operation, the sign-marking of many miles of highway and the making and re-making of Chevrolet comprehensive automobile road map yet produced by the American Automobile Association, "the capital tour," destined to accomplish for the country contiguous to the National Capital what the ideal tour has done for the New England country and what other famous tours have done for the section.

STRIKING EXAMPLE OF ORIGINAL AUTO BODY DESIGN.



"Silver Bird," a motor car of unique and freakish construction. The innovation is a boat body, which resembles an up-to-date river launch. It is built alternately two-inch strips of mahogany and white, while the deck is finished in bird's-eye maple. On the rear portion of the circular radiator is a silver eagle, with outstretched wings, while forward of this is a regular ship's bell, also finished in silver. The bumper irons in front are finished to represent silver anchors, while the rear bumpers represent oars. Everywhere the nautical idea has been carried out to the minutest detail. A spare wheel in the rear is inclosed in a white leather cover, which is held in place by a three-bladed propeller, while the stern of this land craft bears the inscription "Silver Bird." A special windshield, with an oscillating searchlight, completes the boat idea.

(Photo, Underwood & Underwood.)

tion they represent, is about to receive its final O. K. at the hands of the men who have worked tirelessly to bring it into being.

Last Thursday morning an automobile carrying T. A. McKee, secretary of the Washington Hotel Men's Association, W. R. Lucas, secretary of the Southern Hotel Men's Association, and L. E. Ferguson, touring director of the American Automobile Association, left Washington to inspect this newest and what many touring authorities consider the most beautiful scenic and interesting historic, of all the motor tours yet conceived. This is the final tour of inspection, after which it will be officially approved and literature and maps released to the motoring public.

The Capital Tour.

The capital tour is as follows: Washington, Fredericksburg, Richmond, Porters Mouth, Norfolk, Lynchburg, White Sulphur Springs, Hot Springs, Staunton, the Grottoes of the Shenandoah, the Caverns of Luray, Winchester, Martinsburg, Harper's Ferry, Frederick, Hagerstown, Gettysburg, York, Lancaster, Philadelphia, Wilmington, Baltimore and Washington.

The territory covered by the tour is accessible to motor tourists from all parts of the United States and with the National Capital as the center of interest, makes a delightful two weeks' motor journey through a beautiful and fascinating country with a good hotel and modern garage facilities at the end of each day's run.

The Capital Tour Association which, in conjunction with the A. A. A., promoted this latest permanent motor tour which by the way, has already been referred to as "a motor ride over the roads of history," is composed of the prominent hotel owners of the cities through which the route passes.

The object of the association is to show motorists they can comfortably and pleasantly view from an automobile the points of natural and historic interest in the territory south to Old Point Comfort and Richmond, west to the Shenandoah valley and north to Gettysburg through Harper's Ferry and Antietam, and to show the many thousands of motorists who have expressed a desire to see this country how to make the trip and just what to see.

It was with the idea of the capital tour in mind that the propaganda to improve the highway between this city and Fredericksburg was so vigorously agitated during the past summer. Through the efforts of the A. A. A. District Club a fund for this purpose has been started and it is hoped to build a perfect road before the next touring season rolls around.

Say Work Is Well Done.

The planning of a route and the drawing of the map of the capital tour have been largely in the hands of the local touring clubs of the local automobile club. Those who have been fortunate enough to secure advance information upon the work accomplished are strong in their praise of the new tour and proclaim it a splendid work, well done.

During the winter season now opening extra effort should, and no doubt will, be made by every loyal Washingtonian to expedite the capital tour. The newspapers of the cities on the route will co-operate to this end and it is expected to have the capital tour in full blast every motorist in the United States will have heard of and become acquainted with the charms of the country through which the route passes.

Special attention will be drawn to the fine highways, the peaceful valley scenes, the mountain grandeur, the battlefields of history and lastly, but not by any means least, the National Capital. In this work the District Auto Club, through its official publication, will be an important factor.

Some Points of Interest.

Some of the points of interest along the route of the capital tour are: The Caverns of Luray, The Gettysburg battlefield, The Natural Bridge of Virginia, The Grottoes of the Shenandoah, An Old Point Comfort, Hampton roads, where the Monitor and Merrimack fought, Jamestown, founded in 1607, Yorktown, where Cornwallis surrendered, Appomattox, where Lee surrendered, Historic Winchester, The home of Barbara Fritchie, The Peaks of Otter, The battlefields of the Wilderness, Chancellorsville, Gettysburg, Pennsylvania Court House, Bloody Angle and Spring's Heights, Hot Springs, Va., White Sulphur Springs, W. Va., The Valley of the Shenandoah, The Blue Ridge mountains, Harper's Ferry, Antietam battlefield.

SAFETY FIRST MOVEMENT.

Motor Car Company Head Speaks for Manufacturers at Meeting.

Automobile manufacturers have decided to take up the "safety first" movement in connection with the Safety First Federation of America. J. Walter Drake, president of the Hupp Motor Car Company and a director in the National Automobile Chamber of Com-

Cal. This is the fourth time since 1910 that the Mitchell has scored a win in this long grind over the Sierra mountains. J. C. Skinner was at the wheel of the record-breaking car.

He made the run in three hours and twenty-five minutes, cutting seven minutes from the best previous record made on this mountain run. One puncture and seven minutes delay caused by running into a herd of cattle, which blocked the roadway, prevented the car

from further reducing the record.

Competition for the cup has been keen in that section of the state, and many cars have climbed the Sierra in an effort to annex the trophy. Three times has the Mitchell lost the trophy and three times has it gained it. The test to win the cup takes the driver over a 110-mile course, ninety miles of which are in the Sierra Nevada mountains over rough and steep roads. To reach the summit, 14,960 feet above the sea level, a car must climb a thirty-mile continuous grade, in which much intermediate work is necessary. Notwithstanding the hard grind, not one bit of mechanical trouble was experienced.

Purchase Cadillac Eight.

A 1916 Cadillac eight-cylinder landaulet was delivered last week to Mrs. Helen Robertson. The car is finished in Brewster green and upholstered in green cloth. Seven-passenger touring cars of the same make were delivered to Mrs. Hilda Fletcher and Mrs. W. J. Boardman.

Bell Representative Here.

E. T. Howard, formerly of this city, factory representative for the Bell Motor Car Company of Pontiac, Pa., spent several days in the National Capital last week in the interest of his company. Mr. Howard was for several years connected with various automobile concerns in this city, and was recently engaged by the Bell company.

AUTO WINS \$1,000 TROPHY.

Mitchell "Six" Sets Record Between Sacramento and Tallac, Cal.

A 1916 Mitchell "Six" has won the \$1,000 Valvoline trophy for the fastest time between Sacramento and Tallac, Cal.

The automobile problem has probably hastened the advent of the "safety first" movement," said Mr. Drake, "but I do not believe it is wholly responsible for it or the large number of accidents and fatalities. The main trouble is that the whole world is in too much of a hurry. We are for safety, first, last and always. All we ask is that we be allowed to co-operate with your organization. I believe the auto photographic license is a proper thing, for an auto in the hands of the wrong person is a most dangerous instrument."

Speaking as a representative of the National Automobile Manufacturers' organization on the subject "Co-operation on Behalf of the Automobile Manufacturers," Mr. Drake stated that the manufacturers were for anything and everything the safety first organization might suggest which would be within reason. He stated that they were willing to equip the cars with safety devices that might help to solve the great problem of today and greatly reduce the loss of human life.

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AUTOMOBILE LICENSES

District automobile licenses have been issued since The Star's last report as follows:

29394—Dr. F. L. Bartlett, Real Estate Building, Capitol.

29395—J. M. Wolford, 1509 Q street northwest, Empire.

29396—Melvin A. Schloberg, 918 M street northwest, Hudson.

29397—E. M. Adams, chief of engineers, War Department, Chevrolet.

29398—Dr. W. G. Young, 1722 Kilbourne place northwest, Dodge.

29399—Thomas M. Quill, 111 3d street northeast, Dodge.

29400—J. Sedman, 412 6th street northwest, sidecar.

29401—Earl B. Phelps, 3215 35th street northeast, Ford.

29402—S. Kaitlin, 10th and K streets northwest, Ford.

29403—Joseph M. Nye, 1619 R street northwest, Booth.

29404—William J. O'Connor, 1241 North Capitol street, Maxwell.

29405—John T. Fowler, Jr., 1337 W street southeast, Ford.

29406—Robert W. Verlan, 1328 9th street northwest, Ford.

29407—W. T. Eifman, 2816 Georgia avenue northeast, Overland.

29408—Robert W. Power, 3574 11th street northwest, Rec.

29409—Stoddard-Dayton, 1732 Park road northwest, Stoddard-Dayton.

29410—J. T. Gibbons, 1732 Columbia road northwest, Hupmobile.

29411—William Fendall, 3013 N street northwest, Overland.

29412—R. Simpson, Jr., Woodward building, Allen.

29413—John C. Phillips, 1122 25th street northwest, Chalmers.

29414—C. H. Smallwood, 814 I street southeast, Ford.

29415—Edward J. Gardiner, 2627 Adams road northwest, Locomobile.

29416—Robert Gehb, the Northumberland, Cadillac.

29417—Dr. Paul Freeman, 602 Butterfield street northwest, Ford.

29418—The Washington Post Company, 1450 Pennsylvania avenue northwest, Wilcox-Trux.

29419—Henderson Cornett, 238 Bryant street northwest, Locomobile.

29420—G. Mason, 1515 Park road northwest, Studebaker.

29421—W. H. Warner, 308 9th street northwest, Oldsmobile.

29422—William D. West, 1332 New York avenue northwest, Ford.

29423—Caroline M. Schipert, 2008 I street northwest, Ford.

29424—Walter Moore, Colorado building, Ford.

29425—T. C. Charles, the Northumberland, Ford.

29426—Hugh Kelly, 1334 New York avenue northwest, Ford.

29427—Francis J. Hahn, 27 T street northwest, Overland.

29428—Edward Lacombe, 518 Colorado building, Saxon.

29429—General Baking Company, 119 1st street northwest, Autocar truck.

29430—Dr. J. L. Thompson, the Cumberland, Overland.

29431—Henry Schneider, 3513 Wisconsin avenue northwest, Maxwell.

29432—E. Kaufman, 3116 M street northwest, Paige.

29433—Weldon W. Price, 1002 C street southwest, Maxwell.

29434—Hugh Kelly, 1334 New York avenue northwest, Ford.

29435—Ernestine Reuter, 205 F street northwest, Ford.

29436—Washington Brewery Company, 4th and G streets northeast, Ford.

29437—Winfield Preston, 710 14th street northwest, Studebaker.

29438—Joseph Blumenthal, 1810 7th street northwest, Maxwell.

29439—H. A. Taylor, 3303a N street northwest, Elmore.

29440—Cunningham Plumbing Supply Company, 1234 Pennsylvania avenue northwest, Vin truck.

29441—Charles Cohen, 1137 C street northeast, Overland.

29442—Mrs. G. E. Lederer, 825 Rock creek road northwest, Little.

29443—Dan T. Moore, Army and Navy Club, Overland.

29444—Shirley & Roscher, rear 1112 17th street northwest, Locomobile.

29445—Shirley & Roscher, rear 1131 17th street northwest, Renault.

29446—Shirley & Roscher, rear 1131 17th street northwest, Locomobile.

29447—Shirley & Roscher, rear 1131 17th street northwest, Oldsmobile.

29448—J. A. Kelley, 910 G street southeast, Chalmers.

29449—Mrs. Cora T. Hyder, 4707 Wisconsin avenue northwest, Ford.

29450—Thomas B. Walsh, 1312 F street northwest, Ford.

29451—Mrs. Francis L. Adams, 5606 14th street northwest, Mitchell.

29452—E. J. McSwain, 1324 Montello avenue northeast, Warren.

29453—Edward Hammond, 1815 Monroe street northeast, Pullman.

29454—V. Berens, 1215 M street northwest, Saxon.

29455—Corps of Engineers, Washington barracks, Jeffrey.

29456—John H. Harrison, 1337 U street northwest, Chalmers.

29457—Otto E. Brattmayer, 1054 21st street northwest, Cadillac.

29458—W. G. Widmayer, 321 Georgia avenue northwest, Overland.

29459—W. D. Simmons, 1116 10th street northwest, Michigan.

29460—Roy M. Palmer, 1036 Wisconsin avenue northwest, Peerless.

29461—Norman R. Jenner, 1110 Rhode Island avenue northwest, King.

29462—Parker Cook, Victor building, Oakland.

29463—A. H. Stephens, Post Office Department, Maxwell.

29464—L. D. Wilson, 316 E street southeast, Hudson.

29465—J. N. P. Beall, 738 15th street northwest, Hudson.

29466—Miss Frances Brightwell, 1905 Blitmore street northwest, Studebaker.

29467—Colwellia Sight-Seeing Company, 1417 Pennsylvania avenue northwest, Mack truck.

29468—N. P. Barnes, 208 Maryland avenue northeast, Buick.

29469—H. B. Creamer, 1348 Oak street northwest, Buick.

29470—Beret T. Amos, Real Estate Trust Company, Columbia.

29471—Miss Irene Regan, 1100 K street northeast, Overland.

29472—Dr. C. W. Allen, 941 New York avenue northwest, Maxwell.

29473—H. H. Wheaton, the Cavendish, Maxwell.

29474—Edward W. Kober, 700 5th street northeast, Stanley steamers.

29475—R. T. Logan, 1645 New Jersey avenue northeast, Studebaker.

29476—M. G. Yost, 302 Pennsylvania avenue southeast, Franklin.

29477—James North, 215 14th street northeast, Maxwell.

29478—Ralph Phiberty, 5406 41st street northwest, Everitt.

29479—Mrs. I. M. Cameron, 712 4th street northwest, Overland.

29480—Morton M. Marks, 3501 New Hampshire avenue, Chevrolet.

29481—John M. Schaefer, Co. 15th and Ohio avenue northwest, Buick.

29482—Mrs. M. B. Schuer, 1017 10th street northwest, Ford.

29483—J. J. Henderson, 1808 6th street northwest, Ford.

29484—District Transfer Company, 423 C street northwest, Vin truck.

29485—District Transfer Company, 423 C street northwest, Vin truck.

29486—Benjamin Greenberg, 1710 2d street northwest, King.

29487—Mrs. William E. Hayes, Congress Heights, D. C. Dodge.

29488—John E. Hamill, Good Hope, D. C. Ford.

29489—Margaret E. Thompson, the Dresden.

29490—Carolyn M. Winnie, 901 K street northwest, Buick.

29491—Howard Brady, Congress Heights, D. C. Ford.

29492—J. C. Barry, 4613 9th street southwest, Vin truck.

29493—District Transfer Company, 423 C street northwest, Ford.

29494—Joseph L. Bryan, 1417 T street northwest, Buick.

29495—New Taxi Service, 2801 Georgia avenue northwest, Fords.

29496—J. J. Connelly 3d and F streets northwest, Buick.

29497—George F. Wheelock, 801 9th street northwest, Overland.

29498—Alfred Duckett, 1129 New Hampshire avenue northwest, Auburn.

29499—Howard Brandy, 1619 R street northwest, King.

29500—A. R. Macias, 1320 R street northeast, Stearns.

29501—Frederic A. Gargus, 1200 East Capitol street, Studebaker.

29502—E. A. Stevens, 98 Pennsylvania avenue southeast, Pullman.

29503—Edward Hammond, 1815 Monroe street northeast, Pullman.

29504—V. Berens, 1215 M street northwest, Saxon.

29505—William Brayshaw, 1318 Harvard street, Cole.

29506—C. Burley, 1417 Montello avenue, Rec.

29507—Dr. J. I. Sloat, 100 East Capitol street, Ford.

29514—Thomas D. George, 508 7th street southwest, Maxwell.

29515—Record Auto Supply Company, 14 Massachusetts avenue northeast, demonstrating.

29516—Dr. Reynolds Hayden, 7th street and Louisiana avenue northwest, Hudson.

29517—C. F. Brown, 1338 Wisconsin avenue northwest, Oldsmobile.

29518—Robert W. Callahan, 1241 Monroe street northwest, Apperson.

29519—Fred P. Minkel, 488 Maine avenue southeast, Buick.

29520—Walter G. Jones, 2112 F street northwest, Ford.

29521—George N. Ray, 2915 Huntington street northwest, Hudson.

29522—Charles M. Holbrook, 762 Howard avenue northwest, Ford.

29523—N. Reupath, the Iowa, Ford.

29524—Alexander Jackson, 1249 9th street northwest, Ford.

29525—William Osgood, Keith's Theater, Ford.

29526—E. P. Dickinson, Connecticut avenue and R street northwest, Ford.

29527—H. S. Milstead, 1300 Massachusetts avenue northwest, Ford.

29528—Robert W. Callahan, 1241 Monroe street northeast, Ford.

29529—A. C. Wells, Union Trust building, Ford.

29530—Paul G. Ramey, 3407 14th street northwest, Ford.

29531—Clarence C. Alger, navy yard, Studebaker.

29532—John C. Exner, 1418 14th street northwest, Dodge.

29533—Congressional Garage, 628 Pennsylvania avenue southeast, Dodge.

29534—Robert W. Callahan, 1241 Monroe street northwest, Lozier.

29535—Gish Garage, 2001 17th street northwest, Hudson.

29536—George S. White, 1504 Columbia road, Ford.

29537—Mrs. E. R. Coates, 1710 M street northwest, Ford.

29538—Theron Thompson, 1205 10th street northwest, Overland.

29539—John F. Myers, 1205 Pennsylvania avenue, Ford.

29540—Benjamin Greenberg, 1710 2d street northwest, King.

29541—W. Radcliffe, Jr., Star building, Hudson.

29542—John J. Mullin, 34 Quincy street northwest, Stevens-Duryea.

29543—L. L. McCullas, Tenleytown, D. C. Dodge.

29544—Alfred C. Lubler, 1126 12th street northwest, Chevrolet.

29545—J. J. Henderson, 1808 6th street northwest, Overland.

29546—Stollman Bakery, 3206 N street northwest, Overland.

29547—Andrew Murray, 729 12th street northwest, Oakland.

29548—J. B. Stokes, 1801 K street northwest, Ford.

29549—Maury Dove Company, 12th and F street northwest, Ford.

29550—Samuel J. Collings, 945 K street northwest, Stoddard-Dayton.

29551—J. R. Neuman, 719 14th street northwest, Overland.

29552—Melvin E. Myers, Raleigh hotel, Franklin.

29553—Robert R. Clark, 615 G street northwest, Maxwell.

29554—F. B. Normersley, 1231 Harvard street, Ford.

29555—L. C. Paine, 923 F street northwest, Pullman.

29556—H. A. Hellen, 1307 Monroe street northwest, Paige.

29557—Lawrence Townsend, Jr., 1416 20th street, Oakland.

29558—J. B. Stokes, Fontanet Court, Overland.

29559—J. F. White, 424 C street northwest, demonstrating.

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29561—C. Burley, 1417 Montello avenue, Rec.

29562—J. M. Huff, 15 Bryant street northwest, Hudson.

29566—W. L. Marshall, 2139 Wyoming avenue, Dodge.

29567—George H. Calvert, Jr., 452 D street northwest, Overland.

29568—William A. Boss, 472 Louisiana avenue northwest, Ford.

29569—H. A. Trefethen, 1220 H street northwest, Overland.

29570—R. N. Waite, Tokio apartment, Dodge.

29571—Maurice Schlosberg, 1207 E street northwest, Hudson.

29572—O. R. Webster, 235 G street northwest, Ford.

29573—O. E. Van Deusen, 1129 New Hampshire avenue, Buick.

29574—Harry Goldsmith, 762 Quebec street northwest, Dodge.

29575—E. R. Pines, 2106 F street northwest, Dodge.

29576—C. S. Sibley, 503 14th street northwest, Marion.

29577—T. K. Sands, 14th and G streets northwest, Auburn.

29578—George K. Brown, 1557 Ontario place northwest, Chandler.

29579—Lewis T. Miller, 304 10th street northwest, Autocar-Truck.

29580—George Hauf, 539 8th street southeast, Ford.

29581—John M. Daniel, 3000 Q street northwest, Studebaker.

29582—Henry Pillsbury, Soldiers' Home, Ford.

29583—Joseph Dawson, 1814 M street northwest, Maxwell.

29584—Paul S. Turnage, 1730 11th street northwest, Hudson.

29585—E. V. Stone, 11 R street northwest, Overland.

29586—Charles R. Nixon, 1338 New York street northwest, Ford.

29587—Lester J. McNelly, 511 Seward square northwest, Overland.

29588—Isidore Kahn, 625 7th street northwest, Chevrolet.

29589—Charles H. Trotter, 512 Rhode Island avenue northeast, Overland.

29590—A. C. Craig, Anacostia, D. C. Kline-Kay.

29591—Karl F. Jones, 1449 Harvard street northwest, Dodge.

29592—William L. Boyden, 1525 25th street northwest, Mitchell.

29593—William R. England, 428 1/2 M street northwest, Studebaker.

29594—W. H. Manner, 509 12th street northwest, Marion.

29595—George E. Walker, 7th and K streets southwest, Chandler.

29596—Washington Steel and Ordnance Company, P. O. Box 1812, Benmer Truck.

29597—Washington Steel Company, P. O. Box 1812, Crane truck.

29598—H. A. Powers, 112 Maryland avenue northeast, Ford.

29599—Mrs. M. J. Kelly, 431 Hittenshouse street northwest, Michigan.

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